STATE OF CALIFORNIA

Capital Outlay Budget Change Proposal (COBCP) - Cover Sheet

DF-151 (REV 06/17)

Fiscal Year	Business Unit	Department	Priority No.
2019	3540	Department of Forestry and Fire Protection	MI6

Budget Request Name	Capital Outlay Program ID	Capital Outlay Project ID *(7 digits. For new projects leave blank)*
3540-016-COBCP-2019-GB	3540-301-0001	0000680

Project Title	Project Status and Type
Boggs Mountain DSF Administration Building Replacement	Status: ☒ New ☐ Continuing Type: ☐ Major ☒ Minor

Project Category *(Select one)*

☐ CRI *(Critical Infrastructure)* ☐ WSD *(Workload Space Deficiencies)* ☐ ECP *(Enrollment Caseload Population)* ☐ SM *(Seismic)*
☒ FLS *(Fire Life Safety)* ☐ FM *(Facility Modernization)* ☐ PAR *(Public Access Recreation)* ☐ RC *(Resource Conservation)*

Total Request (in thousands)	Phase(s) to be Funded	Estimated Total Project Cost (in thousands)
$975	Minor project	$975

Budget Request Summary

The Department of Forestry and Fire Protection (CAL FIRE) requests $975,000 for a minor project to construct a new administration building at the existing state-owned Boggs Mountain Demonstration State Forest

Requires Legislation	Code Section(s) to be Added/Amended/Repealed	CCCI
☐ Yes ☒ No		6596

Requires Provisional Language	Budget Package Status
☐ Yes ☒ No	☐ Needed ☒ Not Needed ☐ Existing

Impact on Support Budget

One-Time Costs	☐ Yes	☒ No	Future Costs	☐ Yes	☒ No
Future Savings	☐ Yes	☒ No	Revenue	☐ Yes	☒ No

If proposal affects another department, does other department concur with proposal? ☐ Yes ☐ No

Attach comments of affected department, signed and dated by the department director or designee.

Prepared By	Date	Reviewed By	Date
Steven Reader	8/1/2018		
Department Director	**Date**	**Agency Secretary**	**Date**

Department of Finance Use Only

Principal Program Budget Analyst	Date submitted to the Legislature
Original Signed By Andrea Scharffer	JAN 10 2019

A. Purpose of the Project:

Background/History:
The Resource Management Office at Boggs Mountain Demonstration State Forest (BMDSF) is a 1,700 square foot modular trailer that was installed in the 1980's. Forest staff occupies the trailer, which is located in Lake County. Staff consists of three permanent forest staff, seasonal Forestry Aides, and research scientists from various agencies actively conducting long term scientific studies on BMDSF. The trailer stores extensive document archives pertaining to forest management activities and data dating back to the 1950's, as well as various forestry and office tools and equipment.

The forest staff is responsible for conducting legislatively mandated research, demonstration and education on sustainable forestry practices and management activities on the 3,493 acre BMDSF property. The forest office serves as the base of these operations.

In September 2015, the Valley Fire burned through the entire forest and created hazardous conditions including dead and damaged trees near roads and trails that could fall at any time. The process of rehabilitating the forest included salvage logging of the dead trees to reduce the fuel loads and to allow replanting of the burned areas. Tree falling and tree removal created dangerous conditions on roads and trails, and disturbed hazardous dust. The trailer survived the Valley Fire. Though the Valley Fire burned around the Trailer, it suffered significant smoke damage as well as dust intrusion. It has been the center of salvage operations of the forest; 50 million board of timber was subsequently salvage logged and hauled off the forest with limited dust abatement.

Problem:
The building, installed in the 1980's, has far exceeded its service life, especially in the harsh environment of BMDSF. Modular trailers of this era have been known to contain unsafe amounts of formaldehyde. Summer temperatures often exceed 100 degrees F. Winters include rain and snow, along with high winds due to being located on an elevated ridge, exposing the office to a lot of building movement and thermal expansion and contraction.

During fire season, the close proximity to the Boggs Mountain Helitack (Boggs HTB) and resulting helicopter noise and vibration has also structurally weakened the frame.

The temperature and humidity fluctuations have led to delaminating of all the counter tops and bathroom vanities throughout the building. Deterioration of carpet, subfloor, baseboards, and vinyl flooring from 30 plus years of harsh wear and tear has resulted in unsightly and unsanitary working conditions. Much of the electrical wiring throughout the building has failed resulting in nonfunctioning power outlets. The building's plumbing is less than adequate creating extremely low water pressure. Water intrusion into the building is occurring near the front entrance as there is not a sufficient overhang to prevent the wind from blowing water through the cracks at the door. Mold and deterioration is occurring in the sheet rock around the main ventilation pipe for the heating and cooling system.

The trailer was originally designed for residential use, and while it is still utilized by staff for overnight accommodation, it is primarily used as commercial office space. The electrical system is heavily overburdened as evidenced by dimming lights and frequent power outages when printers, shredders, and other electrical equipment are utilized. Circuit breakers have frequently tripped during heavy periods of electrical use. The floor structure is not designed to support the numerous heavy file cabinets necessary to maintain copies of official timber harvest documents and archives for staff.

The layout of the trailer is for a residence and is not conducive to use as office space. It is not compliant with the Americans with Disabilities Act (ADA) requirements. The bedrooms are utilized for individual offices, file storage, work stations, and sleeping quarters. The heating and ventilation system is located near the main work stations and, due to the open layout, the noise of the blower makes it difficult for staff located near it to hear on the phone or have a conversation when it is on. The offices do not provide adequate sound buffering to conduct confidential personnel business or work related meetings.

Employees, on occasion, live at the BMSDF Trailer. The remote location and the seasonally nature of research necessitate Forestry Aides, and research scientists from various agencies actively conducting long term scientific studies, to sleep at the Trailer for weeks. They make due by adjusting space and sleeping on cots and using the inadequate bathrooms and showers.

The Valley Fire accelerated the deterioration of the trailer. Dust, smoke, and salvage operations has increased wear and tear beyond what the trailer can bear.

As of January 2018, BMDSF remains closed to all public use due to hazardous conditions as a result of the Valley Fire. CAL FIRE will be conducting a large amount of pile burning on the Forest throughout the winter (2018). As a result of the fire and drought-induced bark beetle mortality, 99% of the trees on the Forest were destroyed. Since 2016, the Department and Forest management staff have aggressively been salvage logging to remove these standing dead trees in preparation for replanting. As a result of this logging there are hundreds of residual slash piles that must be disposed of. Disposal of this material is not feasible by other means due to the volume of the material, number of piles, and time frame of which it must be disposed of.

According to CAL FIRE Sonoma Lake Napa Unit Chief Shana Jones, "It is the goal of the Department to restore the Forest to a condition that is safe for public access. Allowing wood cutting, trail access, and camping is an important part of having this public land in Lake County". It is CAL FIRE's goal to once again be open to the public for recreational and educational use.

B. Relationship to the Strategic Plan:

This project relates to the following goals in the California Department of Forestry and Fire Protection 2012 Strategic Plan:

Goal: Seek to improve operational efficiency and effectiveness by shaping, enhancing and adapting to changing circumstances.

Objective: Develop and implement a strategy to reduce CAL FIRE's $2.4 billion Capital Outlay replacement backlog of facilities that have an average age in excess of 45 years by 40% in the next 10 years.

C. Alternatives:

1.	Replace the existing Trailer with an Administration Building and a Residence Building.	This alternative will replace the trailer with an Administration Building and a Residence Building
2.	Remodel the existing trailer	The existing trailer cannot be remodeled due to the age, the end of its service life, and the construction type. It is not economically feasible to perform all of the upgrades and repairs required to create an adequate work environment.

3. Defer this project	The cost to replace the building will increase over time. This option offers no remedy for this deteriorated structure. Health and safety concerns with regard to structural damage, mold and dust issues will not be addressed. If the trailer is deemed uninhabitable due to health reasons, the BMDSF staff will have to be relocated

D. Recommended Solution:

1. Which alternative and why?

   The recommended solution is Alternative #1. Replace the trailer with an Administration Building and a Residence. Due to the nature and limitations of Minor Capital Outlay, this will be accomplished with 2 Minor Cap Outlay Projects. This COBCP is to design and construct one administration building. A future COBCP will design and construct a residential building and demolish the existing trailer.

   The new administration building will be relocated closer to the interior of BMDSF and the existing campground. Once the administration building is built, it will become BMDSF's Administrative Office, while the existing trailer will be temporarily used as a residence. A second COBCP the following year will build a new Residence Building next to the Administration Building, and demolish the existing trailer.

2. Detail scope description.

   Work will include the following:

   Buildings
   Administration building, related site and utilities work

3. COBCP Abstract. Boggs Mountain DSF Administration Building Replacement Project. The project includes designing, and constructing a new Administration Building, and related site work. Total minor project costs are estimated at $975,000. The current project schedule estimates project completion by June 2020.

4. Basis for cost information.

   The estimated costs are based on the actual costs of other projects with similar scope.

5. Factors/benefits for recommended solution other than the least expensive alternative.

   Failure to implement the facility improvements outlined is this submittal will impact the operation of this mission critical facility.

   In accordance with funding agreements with Contract Counties that provide State Responsibility Area fire protection, the State must allocate, in the form of a support budget item a proportionate share (19.29%) of funds provided to CAL FIRE for capital outlay projects on a like-for-like basis.

6. Identify and explain any project risks.

   There are no risks associated with completion of this project.

7. List requested interdepartmental coordination and/or special project approval.

   This project requires compliance with the California Environmental Quality Act (CEQA) as well as State Fire Marshal and the Division of the State Architect approvals.

E. **Consistency with Government Code Section 65041.1:**

1. Does the recommended solution (project) promote infill development by rehabilitating existing infrastructure and how?

   Yes. The recommended solution promotes infill development by rehabilitating existing infrastructure and facilities.

2. Does the project improve the protection of environmental and agricultural resources by protecting and preserving the state's most valuable natural resources?

   Yes. Remodeling an existing facility in lieu of developing a new site preserves state natural resources. The site selection process includes environmental considerations. A state environmental planner inspects projects and provides input and recommendations to the design team to avoid activities which would result in significant environmental effects or loss of environmental and agricultural resources.

3. Does the project encourage efficient development patterns by ensuring that infrastructure associated with development, other than infill, support efficient use of land and is appropriately planned for growth?

   Yes. CAL FIRE facilities are strategically located to meet the CAL FIRE mission. To the maximum extent possible, CAL FIRE prefers to develop close to existing roads, water, sewer, and other utilities to promote efficient development in the area and to mitigate future support costs for facility maintenance. Project planning includes incorporation within local government planning models. The growth-inducement potential is one of the potential environmental impacts addressed in the CEQA process.

Attachments:

1. Project Cost Estimate

STATE OF CALIFORNIA
Capital Outlay Budget Change Proposal (COBCP) - Cover Sheet
DF-151 (REV 06/17)

Fiscal Year	Business Unit	Department	Priority No.
2019	3540	Department of Forestry and Fire Protection	MI2

Budget Request Name	Capital Outlay Program ID	Capital Outlay Project ID *(7 digits. For new projects leave blank)*
3540-016-COBCP-2019-GB	3540-301-0001	0000680

Project Title	Project Status and Type
Rohnerville AAB Aviation Fuel System Replacement	Status: ☒ New ☐ Continuing Type: ☐ Major ☒ Minor

Project Category *(Select one)*
☐ CRI *(Critical Infrastructure)* ☐ WSD *(Workload Space Deficiencies)* ☐ ECP *(Enrollment Caseload Population)* ☐ SM *(Seismic)*
☒ FLS *(Fire Life Safety)* ☐ FM *(Facility Modernization)* ☐ PAR *(Public Access Recreation)* ☐ RC *(Resource Conservation)*

Total Request (in thousands)	Phase(s) to be Funded	Estimated Total Project Cost (in thousands)
$975	Minor project	$975

Budget Request Summary
The Department of Forestry and Fire Protection (CAL FIRE) requests $975,000 General Fund for the Rohnerville Air Attack Base (AAB) Fuel System Replacement project to remove the current aviation fuel tank and replace it with an upgraded 25,000 gallon aviation fuel tank and to remove and replace the fuel distribution system with a system capable of fueling multiple aircraft at the same time.

Requires Legislation	Code Section(s) to be Added/Amended/Repealed	CCCI
☐ Yes ☒ No		6596

Requires Provisional Language	Budget Package Status
☐ Yes ☒ No	☐ Needed ☒ Not Needed ☐ Existing

Impact on Support Budget

One-Time Costs	☐ Yes	☒ No	Future Costs	☐ Yes	☒ No
Future Savings	☐ Yes	☒ No	Revenue	☐ Yes	☒ No

If proposal affects another department, does other department concur with proposal? ☐ Yes ☐ No
Attach comments of affected department, signed and dated by the department director or designee.

Prepared By	Date	Reviewed By	Date
Steven Reader	8/1/2018		

Department Director	Date	Agency Secretary	Date

Department of Finance Use Only

Principal Program Budget Analyst	Date submitted to the Legislature

A. Purpose of the Project:

Background/History

The Rohnerville Air Attack Base (Rohnerville AAB) is a blue-booked Air Attack Base in the Humboldt-Del Norte Unit (HUU). It is located at the Rohnerville Airport in Humboldt County. The Rohnerville AAB includes one S-2T Air Tanker, an OV-10A Air Tactical Aircraft, and one UH-1H Super Huey helicopter during non-peak fire season. RAAB was partially replaced with a Major Capital Outlay Project in 1999, and that is also when the current fuel system was installed.

Problem

The Jet-A aviation fuel system at Rohnerville Air Attack Base (RAAB) was installed in 1999. It is comprised of a 10,000 Jet-A Fuel Tank (steel double-walled tank), internal fuel pump, approximately 200 feet of underground fuel lines, a covered fuel dispenser, a 50-foot fuel hose reel, and a 100-foot bonding cable on a reel line.

RAAB is also the only CAL FIRE Air Attack Base that doesn't have a Fixed Base Operator (FBO) that provides a fuel service; CAL FIRE is responsible for fueling its own aircraft. Fuel deliveries to RAAB can take 24-48 hours. 10,000 gallons of Jet-A fuel can be consumed during one busy day of supporting fires, after which the base would be closed to retardant and fueling operations.

Since 2015, the fuel system has become unreliable. Although the Jet-A tank is listed as 10,000 gallons, the configuration limits the useable fuel capacity to about 7,000 gallons. The fueling system was out of service for the entire 2016 fire season; A mobile Reserve Helitender fuel truck (1,000 gallons) had to be used as a dispensing pump. The Helitender would pull Jet-A from the tank and dispense Jet-A into the aircrafts to accurately gauge the quantity of fuel, an important operational component so that the weight of each aircraft can be calculated.

RAAB is located adjacent to Humboldt Bay. The coastal environment, the salt air, and the severe weather has taken its toll on the Jet-A tank. The steel tank is exhibiting rust and corrosion on the surface and on all piping penetration; One exterior pipe has failed. Water and other contaminates are getting into the annular space, which is the buffer space between the primary interior tank and the exterior secondary tank. A sensor within the annular space has been triggered and sets off an alarm in the tower. The sensor had to be modified to silence the alarm.

The Jet-A tank has experienced significant internal and external degradation. The rust on the bottom of the tank can't be mitigated. The bottom of the tank has significant rust issues. Large pieces of rusted metal are flaking off under the tank and are can be observed in the attached pictures. The tank's interior condition has been an issue as well. The internal pump, wiring, siphon tube, and annular space have all been deteriorating.

As part of the RAAB's Annual Inspection, Beacom Construction inspected the Jet-A fuel tank (Nov. 14, 2017) that states failure of the tank annular space is "imminent, although a prediction of when is not possible to accurately state."

The conveyance system is directly buried from the Jet-A tank to the fuel dispenser. The current configuration with the tank has the lines running underground thus a pressure test inspection is required. There are also sensors in the tank, bottom of the dispenser and in a box at the tank to underground line manifold. Due to the environmental conditions, the space at the dispenser would receive water and thus set off the alarm. The environmental conditions present caused the dispenser

unit to not work properly due to moisture. This was a combination of the relay boxes leaking, underground wiring shorting. The pump that was initially spec'd to use was inadequate to deliver the required GPM due to elevation gain and head pressure. The pump had to be replaced three different times. This system needs to be installed in a secondary containment trench which allows regular visual inspection.

The County of Humboldt, Aviation Division, is in full support of the replacement of the fuel tank and associated support hardware.

B. Relationship to the Strategic Plan:

This project relates to the following goals in the California Department of Forestry and Fire Protection 2012 Strategic Plan:

Goal: Seek to improve operational efficiency and effectiveness by shaping, enhancing and adapting to changing circumstances.

Objective: Develop and implement a strategy to reduce CAL FIRE's $2.4 billion Capital Outlay replacement backlog of facilities that have an average age in excess of 45 years by 40% in the next 10 years.

C. Alternatives:

1.	Replace the existing Jet-A Tank and dispensing system	This alternative will replace the Jet-A fuel tank, install new secondarily-contained fuel lines and new fuel dispensers to multiple loading areas
2.	Continue as is	The Jet-A tank will continue to deteriorate, and the use of the Helitender as a dispensing system will compromise the efficiency of operations. This can only continue until the tank fails.
3.	Defer this project	The failure of the annular space within the Jet-A tank has been identified as "imminent." Without Jet-A tank replacement, the operations at RAAB will cease until a new Fuel system is installed

D. Recommended Solution:

1. Which alternative and why?

   The recommended solution is Alternative #1. Due to the operational limitations of Rohnerville Airport, RAAB has to fuel fire-fighting aircraft. Without a new Jet-A Fuel tank and dispensing system, RAAB will have to cease operations.

2. Detail scope description.

   Replace Jet-A Fuel tank, Dispensing pumps, and conduct related site and utilities work

3. COBCP Abstract. Rohnerville AAB Aviation Fuel System Replacement. The project includes removing the current aviation fuel tank and replacing it with an upgraded 25,000 gallon aviation fuel tank, removing and replacing the fuel distribution system with a system capable of fueling multiple aircraft at the same time. Paving and patching affected areas are also included. Total minor project costs are estimated at $975,000. The current project schedule estimates project completion by June 2020.

4. Basis for cost information.

   The estimated costs are based on the actual costs of other projects with similar scope.

5. Factors/benefits for recommended solution other than the least expensive alternative.

   Failure to implement the facility improvements outlined is this submittal will impact the operation of this mission critical facility.

   In accordance with funding agreements with Contract Counties that provide State Responsibility Area fire protection, the State must allocate, in the form of a support budget item a proportionate share (19.29%) of funds provided to CAL FIRE for capital outlay projects on a like-for-like basis.

6. Identify and explain any project risks.

   There are no risks associated with completion of this project.

7. List requested interdepartmental coordination and/or special project approval.

   This project requires compliance with the California Environmental Quality Act, as well as State Fire Marshal and the Division of the State Architect approvals.

E. **Consistency with Government Code Section 65041.1:**

1. Does the recommended solution (project) promote infill development by rehabilitating existing infrastructure and how?

   Yes. The recommended solution promotes infill development by rehabilitating existing infrastructure and facilities.

2. Does the project improve the protection of environmental and agricultural resources by protecting and preserving the state's most valuable natural resources?

   Yes. Remodeling an existing facility in lieu of developing a new site preserves state natural resources. The site selection process includes environmental considerations. A state environmental planner inspects projects and provides input and recommendations to the design team to avoid activities which would result in significant environmental effects or loss of environmental and agricultural resources.

3. Does the project encourage efficient development patterns by ensuring that infrastructure associated with development, other than infill, support efficient use of land and is appropriately planned for growth?

   Yes. CAL FIRE facilities are strategically located to meet the CAL FIRE mission. To the maximum extent possible, CAL FIRE prefers to develop close to existing roads, water, sewer, and other utilities to promote efficient development in the area and to mitigate future support costs for facility maintenance. Project planning includes incorporation within local government planning models. The growth-inducement potential is one of the potential environmental impacts addressed in the CEQA process.

Attachments:

1. Project Cost Estimate

STATE OF CALIFORNIA
Capital Outlay Budget Change Proposal (COBCP) - Cover Sheet
DF-151 (REV 06/17)

Fiscal Year	Business Unit	Department	Priority No.
2019	3540	Department of Forestry and Fire Protection	MI4

Budget Request Name	Capital Outlay Program ID	Capital Outlay Project ID *(7 digits. For new projects leave blank)*
3540-016-COBCP-2019-GB	3540-301-0001	0000680

Project Title	Project Status and Type
Weed Fire Station -Construct Administration Building	Status: ☒ New ☐ Continuing Type: ☐ Major ☒ Minor

Project Category *(Select one)*
☐ CRI *(Critical Infrastructure)* ☐ WSD *(Workload Space Deficiencies)* ☐ ECP *(Enrollment Caseload Population)* ☐ SM *(Seismic)*
☒ FLS *(Fire Life Safety)* ☐ FM *(Facility Modernization)* ☐ PAR *(Public Access Recreation)* ☐ RC *(Resource Conservation)*

Total Request (in thousands)	Phase(s) to be Funded	Estimated Total Project Cost (in thousands)
$851	Minor project	$851

Budget Request Summary
The Department of Forestry and Fire Protection (CAL FIRE) requests $851,000 to construct a new administration building at the existing state-owned Weed Fire Station (located in Siskiyou County) to improve Unit operations.

Requires Legislation	Code Section(s) to be Added/Amended/Repealed	CCCI
☐ Yes ☒ No		6596

Requires Provisional Language	Budget Package Status
☐ Yes ☒ No	☐ Needed ☒ Not Needed ☐ Existing

Impact on Support Budget

One-Time Costs	☐ Yes	☒ No	Future Costs	☐ Yes	☒ No
Future Savings	☐ Yes	☒ No	Revenue	☐ Yes	☒ No

If proposal affects another department, does other department concur with proposal? ☐ Yes ☐ No
Attach comments of affected department, signed and dated by the department director or designee.

Prepared By	Date	Reviewed By	Date
Steven Reader	8/1/2018		

Department Director	Date	Agency Secretary	Date

Department of Finance Use Only

Principal Program Budget Analyst	Date submitted to the Legislature

A. Purpose of the Project:

Background/History:

The Weed Fire Station (Station) is the battalion headquarters and centrally located within the Siskiyou Unit with easy access to Interstate 5 and State Highway 97, and is approximately 54 minutes from the next station in the battalion. The Station, constructed in 1966, has maintained a retired roadside rest area that has been developed to an incident staging area for engines, fire crews, and strike teams.

The Station historically housed the Area Forester in an office trailer that was separate from the onsite apparatus bays and barracks. In 2003 the forester position was vacated and the trailer was removed from the property because of material deterioration and noncompliance with current building code.

In addition to daily staffing, the Station has been used to support Unit operations because of its strategic location. The Station has been used to manage the Unit's fuels crew and for meeting and training purposes; however, the Station lacks appropriate facilities to support such operations.

Problem:

There is insufficient office space within the Unit due to deteriorating and outdated infrastructure and increased personnel hiring. Many office and field positions have been permanently filled and new positions have been created in recent years resulting in an office space deficiency. For example, the Unit Relief Battalion Chief currently shares office space at Unit Headquarters in Yreka with a newly created Office Technician position that is designated as a "confidential position" and manages personally identifiable information. As a result, the Relief Battalion Chief is frequently displaced from the office while sensitive work is performed by the Office Technician. In addition, the Area Forester serving the south portion of the county is currently located in Yreka, which is outside of their service area. This increases the Forester's travel time to conduct field work and decreases their effectiveness to serve citizens and the timber industry. Both the Relief Battalion Chief and Area Forester impact the office space demand in Yreka.

The Station's existing office is located within the apparatus bays and does not have a restroom. Burn permits are issued to the public out of this 325 square foot office that is also used as the Battalion Headquarters. There are no dividing walls in the existing office to simultaneously conduct sensitive personnel conversations while serving public requests. One shared restroom is in the barracks that is separate from the office/apparatus bays.

The Unit is deficient in a centrally located training and meeting space. Engines and personnel frequently drive over an hour outside their response area to attend mandatory and job enhancement training held at Yreka Headquarters.

This project will provide office space and restroom facilities for the Weed Battalion Chief, the Unit Relief Battalion Chief, Training Battalion Chief, Area Forester, a conference room to support training needs, and an area for the public to review timber harvest plans.

B. Relationship to the Strategic Plan:

This project relates to the following goals in the California Department of Forestry and Fire Protection 2012 Strategic Plan:

Goal: Seek to improve operational efficiency and effectiveness by shaping, enhancing and adapting to changing circumstances.

Objective: Develop and implement a strategy to reduce CAL FIRE's $2.4 billion Capital Outlay replacement backlog of facilities that have an average age in excess of 45 years by 40% in the next 10 years.

C. Alternatives:

1. Construct a new Administration Building at Weed Fire Station.	This Alternative will provide office space for three battalion chiefs that currently do not have adequate work environments, and relocates the Area Forester to their respective service area. Relocating positions to the Weed Station decreases the demand for office space in Yreka and enhances response time within the local battalion.
2. Mobilize temporary office trailer.	Locating an office trailer in Weed would provide office space but with a greater operational and maintenance costs compared to the lifespan of a permanent facility.
3. Defer this project.	Maintaining the status quo does not provide any advantages to Unit operations. Alternatively, this alternative adds to CAL FIRE's backlog of critical improvements. The battalion chiefs and Area Forester would continue to conduct business remotely from the areas he/she serves while adding to the office space demand at Yreka Headquarters.

D. Recommended Solution:

1. Which alternative and why?

   The recommended solution is Alternative 1, construct a new administration building at the Weed Fire Station. This alternative provides effective office and meeting space for improved public service by reducing travel/response time.

2. Detail scope description.

   Design and construct a new administration building at Weed Fire Station that complies with current building codes and meets the operational needs of the Unit. The project will include all related improvements for a new administration building, including the following:

   - A 2,000 square foot conditioned administration building including approximately five individual offices, two restrooms, a conference room, entrance area, and electrical and mechanical rooms.
   - Site and utility improvements.

3. COBCP Abstract. Weed Fire Station -Construct Administration Building. The project includes the construction of a new administration building at the existing state-owned Weed Fire Station (located in Siskiyou County) to improve Unit operations. Total minor project costs are estimated at $851,000. The current project schedule estimates project completion by June 2020.

4. Basis for cost information.

   The estimated costs are based on the actual costs of other projects with similar scope.

5. Factors/benefits for recommended solution other than the least expensive alternative.

   Failure to implement the facility improvements outlined is this submittal will impact the operation of this mission critical facility.

In accordance with funding agreements with Contract Counties that provide SRA fire protection, the State must allocate, in the form of a support budget item a proportionate share (19.29%) of funds provided to CAL FIRE for capital outlay projects on a like-for-like basis.

6. Identify and explain any project risks.

   There are no risks associated with completion of this project.

7. List requested interdepartmental coordination and/or special project approval.

   This project requires compliance with CEQA as well as State Fire Marshal and the Division of the State Architect approvals.

E. **Consistency with Government Code Section 65041.1:**

1. Does the recommended solution (project) promote infill development by rehabilitating existing infrastructure and how?

   Yes. The recommended solution promotes infill development by rehabilitating existing infrastructure and facilities.

2. Does the project improve the protection of environmental and agricultural resources by protecting and preserving the state's most valuable natural resources?

   Yes. Remodeling an existing facility in lieu of developing a new site preserves state natural resources. The site selection process includes environmental considerations. A state environmental planner inspects projects and provides input and recommendations to the design team to avoid activities which would result in significant environmental effects or loss of environmental and agricultural resources.

3. Does the project encourage efficient development patterns by ensuring that infrastructure associated with development, other than infill, support efficient use of land and is appropriately planned for growth?

   Yes. CAL FIRE facilities are strategically located to meet the CAL FIRE mission. To the maximum extent possible, CAL FIRE prefers to develop close to existing roads, water, sewer, and other utilities to promote efficient development in the area and to mitigate future support costs for facility maintenance. Project planning includes incorporation within local government planning models. The growth-inducement potential is one of the potential environmental impacts addressed in the CEQA process.

Attachments:

1. Project Cost Estimate